criteria, non-opening of bids in public, reserve variation for Panna & Mukta Oil Fields etc. This report was laid on the Table of the House on 27.2.1997.

(b) The reserve estimate of 31.1 MMT given by ONGC in the information docket was based on feasibility reports prepared by ONGC for Panna and Mukta in 1990.

(c) ONGC has a 40% participating interest under the Production Sharing Contract (PSC), and under the PSC, ONGC as well as the private companies are paid the same international price of crude. For their stand-alone operations, ONGC/OIL are paid a cost plus price under the Administered Pricing Mechansim (APM). Under the APM, ONGC/OIL were earlier paid Rs.1741/- per metric tonne net of cess and royalty which has now been revised to Rs.1991/ per metric tonne. As against this, there is no fixed specific rate of payment under the PSC and the actual price fluctuates along with variations in the international price of reference crudes. The price paid under the PSC is inclusive of cess and royalty.

(d) Variation in reserves occurred due to interpretation of 3-D data and

Quantity of Toxic Lead Waste

*151. SHRI SANJAY DALMIA:
DR. Y. LAKSHMI PRASAD:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it is reported in various quarters that inspite of Delhi High Court's ban on waste import, the quantity of toxic lead waste brought into India from industrialised nations has doubled during the last year,

(b) if so, whether Government have assessed the authenticity of such reports; and

(c) if so, the details thereof?

THE MINISTER OF ENVIRONMENT AND FORESTS (PROF. SAIFUDDIN SOZ): (a) It has been reported in the Times of India, New Delhi on 7th April, 1997 that the quantity of toxic lead waste brought into India from industrialised countries has doubled during the last year. This has also been stated by the petitioner in Writ Petition No.657/95, in the Hon'ble Supreme Court in the case titled. Research Foundation for Science, Technology & Ecology, New Delhi versus the union of India.

(b) and (c) The authenticity of the above mentioned report about imports was assessed with the Directorate General of foreign Trade (DGFT), Central Board of Excise and Customs (CBEC), and the Directorate General of Commercial Intelligence and Statistics (DGCIS), As per information made available by the DGFT, lead scraps identified by their designated codes (Institute of Scrap Recycling Industries Inc., Washington—ISRI), i.e., Racks, Radio, Relays, Ropes and Roses under the Export & Imort (EXIM) code No.780200 00.10, and battery scrap identified by thieir ISRI codes Rails and Rakes under EXIM code No.854810 00.10, were made freely importable vide notification No. 4/92-97 dated 11.07.96. The DGFT has not issued any import licence for lead wastes/battery scrap during the period from 1.4.96 to 31.3.97. From 1.4.97 all lead wastes/battery scrap have been restricted for imports in the EXIM Policy.

As per letter of DGCIS addressed to DGFT, party-wise information along with Importer and Exporter Code. (IEC) is not compiled by DGCIS.

The import of hazardous wastes is regulated under Rule 11 of the Hazardous Wastes (Management & Handling) Rules, 1989 under the Environment (Protection) Act, 1986. According to these rules exporters are to seek permission from the Ministry of Environment & Forests to export wastes to India and on receipt of such

permission the importer has to apply to the concerned State Pollution Control Board for import authorisation. The licence for imports of wastes is issued by the DGFT after receiving the application enclosed with authorisation document issued by the State Pollution Control Board.

The Hon'ble High court of Delhi on 10.4.1996 in Writ Petition No.67/96— M/s Harshwardhan Steel Vs. Union of India and Others ordered that the Government of India should ensure that no toxic waste is imported into the country. The Ministry of Environment & Forests has not granted any permission for export of wastes to India after the Delhi High Court order of 10.4.1996 and has also written to all the State Pollution Control Boards to strictly comply with the High Court's order and not to grant any import authorisation.

Introduction of shuttle train between Ahmedabad and Palanpur

*152 SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it has been brought to his notice that a large number of daily passengers residing at Ahmedabad, and required to go to Palanpur, are facing difficulty due to non-availability of any shuttle train; and

(b) if so, the action taken or proposed to be taken for the introduction of a shuttle train leaving Ahmedabad in the morning and Palanpur in the evening?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Due to gauge conversion works, train services including between Ahmedabad and Palanpur were curtailed in phases.

After conversion of Delhi-Ahmedabad route, 9105/9106 Delhi-Ahmedabad Mail and 9653/9654 Ahmedabad-Ajmer Fast Passenger have been provided from 3.5.97 and 11.5.97 respectively serving Ahmedabad and Palanpur.

It is proposed to introduce 2915/2916 Ashram Express w.e.f. 1.8.97 and a shuttle DMU train between Ahmedabad and Abu Road serving Palanpur during 1997-98.

(b) A morning shuttle between Ahmedabad and Palanpur is not proposed at present due to operational and resource constraints.

Consumption of Petroleum products

*153. SHRI JANARDHANA POOJARY: Will the MINISTER OF PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether consumption of petroleum products like petrol and diesel has shown a rising trend during the last two years and so far during the current year; if so, the extent thereof;

(b) what was the consumption of petrol and diesel during the above mentioned period;

(c) whether any steps have been taken to reduce the consumption of petrol and diesel; if so, the details thereof; and

(d) if no steps have been taken, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. The sale of petrol and diesel has shown high growth during the last 2 years and during April-June, 1997. The percentage growth in sale of petrol and diesel during this period is detailed below:—

Year	Petrol	Diesel
1995-96	13.0	14.1
1996-97	6.4	9.1
1997 (April-June)	2.4	9.3

(b) The total consumption of petrol and diesel is given below:

(Fig. in TMT)

Year	Petrol	Diesel
1995-96	4679	32254
1996-97	4980	35176
1997 (April-June)	1315	9676